

Minutes of the Public Works Committee - March 27, 2003

The meeting was called to order at 8:35 a.m. by Chair Manke who led the committee in the “Pledge of Allegiance.”

Present: Chair Richard Manke, County Board Supervisors James Behrend, Genia Bruce, Hank Carlson, Karl Nilson, Rodell Singert, David Swan

Staff Present: County Board Chief of Staff Lee Esler, Legis.Associate Sandra Meisenheimer

Also Present: Public Works Director Rich Bolte, Building Projects Manager Dennis Cerreta, Sandy Wiegman (Comm.Center Project Architect from Zimmerman Design Group), Architectural Technician Mike Wells, Engineering Services Mgr. Gary Evans, Senior Civil Engineers Kevin Yanney and Ed Hinrichs, Bob Johnson (Transit Director) and Andrew Johnson of Waukesha Metro, Public Works Business Mgr. Betsy Crosswaite, County Exec.Chief of Staff Jeff Landin, DOA Budget Mgr. Keith Swartz

Read Correspondence

Manke addressed the following items:

1. List of 3/24/03 Executive Committee meeting correspondence items.
2. Letter from Town of Merton Chairman Richard Morris to Director Bolte regarding the “KE” re-alignment.
3. Letter from Director Bolte to Village of Butler Administrator Larry Plaster regarding the Hampton Ave. Jurisdictional Agreement.
4. Letter from Parks System Mgr. Jim Kavemeier to Supervisor Swan regarding a 27-acre parcel of land currently owned by Waukesha County and located in the City of Pewaukee.
5. Supervisor Swan referred to a letter from Anthony and Jill Federspill relative to their support of Alternative #3 regarding the CTH “KE” Corridor Study.

Approve Minutes of March 13, 2003

Motion: Swan moved, second by Behrend, to approve the minutes of 3/13/03 as corrected. **Motion carried 7 – 0.**

Verbal Report from Executive Committee Member

Manke reviewed items that were discussed and considered at the last meeting on March 24, 2003. He said the Code will be discussed again at the next meeting on March 31, 2003, and all county board supervisors are approved to attend if they wish to.

Verbal Report from Committee Member Attending Airport Commission Meeting

Bruce referred to the problem with cell towers exceeding the height ordinance. She stated the company that was seeking a waiver withdrew their appeal temporarily.

Approve Bids for Communications Center

Bolte, Cerreta, and Wiegman were present. Cerreta said it was quite tight bidding, as shown on the bid tabulation, which is good.

Motion: Nilson moved, second by Bruce, to approve the bid from Reichl Construction in the amount of \$2,443,100 for the Base Bid and Alternate #2 of minus \$5,400.

Esler pointed out that Reichl Construction has a minus \$5,400 bid for Alternative 2. He asked is that an error? Bolte stated that issue has been reviewed with the bidder and Corporation Counsel and that number stands. The bidder has not asked that it be withdrawn and does not claim it to be

an error. In today's bidding climate, they want the project to the point that they are willing to give away \$5,400. Bolte said the county should take advantage of this. Purchasing and Corporation Counsel have been consulted both of whom say there is no reason why it cannot be accepted. Also, the bidder has not asked to withdraw their bid.

Manke asked what is Alternate 2? Bolte replied that it is the under floor or under the raised floor water detection system. Manke asked what is Alternate 1? Bolte said that would have had the contractor not putting in the voice and data wiring in the building. They feel this is important and Information Systems concurs.

Esler asked was there any contact with Reichl about the minus \$5,400? Cerreta said Reichl contacted the county. Reichl stated they are definitely interested in the project, and they had no problem with what they submitted. Wiegman said errors are not a reason to be disqualified. When an error is very large a contractor will cash in their bid bond and walk away from it. This is so small an amount that the damage to their reputation would be greater than the \$5,400. It's not so much how large the bond is but rather it's like insurance. The next time it would cost a lot more. **On the motion, motion carried 7 – 0.**

Status Update on Waukesha County Transit System with Waukesha Metro

Bob Johnson and Andrew Johnson of Waukesha Metro were present to give a status update. B.Johnson stated that he is the transit director for Waukesha Metro, who won the contract to administer Waukesha County's transit service. He stated the contract has been in effect for the month of March. The first thing they did was to contact all of the transit operators that are under contract with the county. They met with them to become familiar with their operation and how they affect Waukesha County. The first was a para-transit contractor for the parallel corridor, which is Curative Transportation Services. Their contract expires the end of March but a one-month extension was requested and received in order to have time to get a RFP out for a new para-transit services contract. The proposals are due on April 4. The three-year contract will be awarded in April effective May 1. B.Johnson stated the county actually provides more service than is required by ADA law but that is apparently by design. The para-transit service involves a one-mile corridor on either side of the Wisconsin Coach Lines service. The requirement is three-quarters of a mile but that would eliminate some very important destinations, such as Froedtert Hospital and the Veterans Administration Complex.

B.Johnson stated that they are seeking designated recipient status for federal formula funds. This item is agendaized for the City of Waukesha Transit Commission meeting tonight. In dealing with Milwaukee County Transit, who operates a number of routes for Waukesha County, it was discovered that there actually is no contract, only some letter agreements. A contract is being developed that will have all the necessary federal requirements in it and should be signed in the next couple of weeks. The Milwaukee County service has raised their rates almost 20% this year. This will be watched because B.Johnson said he doesn't think there are enough funds in the county budget to last the whole year. They will be looking at individual routes and trips on routes to see if there is anywhere to save. The Wisconsin Coach Lines contract is up at the end of the year so a RFP will go out for their routes. They've talked to all the bus operators about asking SEWRPC to do a transfer study in order to better coordinate transfers between the three systems so the customer has a seamless ride.

To Swan's concern, B.Johnson said they will be developing a transit guide for the entire county, which will have a map of all the bus routes. Swan asked about decreasing bus sizes. B.Johnson said bus size is based on what the peak demand is. That doesn't apply for every route but they do like to interchange buses. They also buy their buses on the basis of life cycle costs, which include the actual purchase price, but also how much it will cost to operate over the life of the vehicle. That is why they purchase the particular size that they do. Swan also asked about bus routes to accommodate students who want to attend UW-Milwaukee. Bruce said one of her concerns is whether the City of Waukesha will be subsidizing any of the costs with City tax dollars. B.Johnson replied no.

Esler said the nuance in the contract as it was originally was that the Department of Senior Services currently said whether or not you're eligible for para-transit/parallel corridor service under the transit program or para-transit under the Department of Senior Services' program and who was going to provide that service.

Nilson said we need specialized transportation. He and Manke are both founders of senior taxis. Nilson said for the senior taxi in New Berlin, they found that ADA people tend to have routines, and there are very few "calling on demand" calls. B.Johnson said that the county does have the specialized transportation provider's network, and they attend their meetings to keep apprised.

Singert said he has high hopes that B.Johnson will be critical of routes that don't make sense or aren't functioning properly. Singert said he would like B.Johnson invited back in July to give another status update.

Manke asked will you be coordinating with Washington County on some of the routes? B.Johnson said yes. Regarding the SEWRPC transportation study, B.Johnson said it is their intention to follow the SEWRPC standards as to whether or not service is justified or not. Esler commented on the SEWRPC transfer study. He stated now there is an inability of City of Milwaukee residents to get to the Waukesha County Courthouse by 8:00 in the morning. B.Johnson said they will be looking at this issue when the contracts are revised with Wisconsin Coach Lines. Eventually downtown Waukesha will be a transfer station where buses will meet for transferring.

Esler asked what is your criteria for establishing test routes for a possible new route? B.Johnson said they look at urban density and major trip generators, such as a university or large retail complex, but basically the SEWRPC criteria is used. There is a whole host of planning standards for establishing a bus service, such as projected riders per bus hour.

B.Johnson said he will return in July or whenever the committee chooses. Esler suggested a review in a couple of months to see how some of the contingencies were resolved and also to have a pre-budget review of what projected routes will be funded in 2004.

Consider Proposed Ordinance: 157-O-141 Laying Out, Relocation and Improvement of CTH "P", Waukesha County Project, Project I.D. 02-3950(12), CTH "K" Intersection, Town of Oconomowoc, Waukesha County

Motion: Swan moved, second by Behrend, to approve Proposed Ordinance 157-O-141.

Evans explained the ordinance which indicates that the proper improvement in maintenance of the CTH "P" in the Town of Oconomowoc requires certain relocation or changes and the acquisition of certain rights of way as shown on the plat marked "Plat of Right of Way Required for CTH "P", etc. He stated this project is an intersection reconstruction adding signals. It is currently a two-way stop,

and there have been a couple of fatalities. It was highest on the list last year for accident location areas. Their plan is to acquire the right of way this spring so construction can begin in 9/03.

Manke asked what funds are being used? Evans said this is a capital project and funded from the spot improvement signalization program. The committee discussed the cost of the project, which is \$399,000, and whether it is really needed. Manke said it does meet the criteria. **Motion carried 7-0.**

Consider Proposed Ordinance: 157-O-142 Transfer Funds for CTH “J” Project

Motion: Bruce moved, second by Behrend, to approve Proposed Ordinance 157-O-142.

Evans explained the ordinance, which authorizes an expenditure increase of \$404,000 for Capital Project 9901-CTH J, for a total project cost estimated at \$5,246,000. The increase is due to construction of a shared-use path along one side of CTH J at the request of the City of Pewaukee. CTH J is designated as a bike route on the county adopted regional bicycle plan. Evans stated this is cost neutral because the additional funding will be offset by revenues from the STP-Urban funds and the City of Pewaukee.

Singert said he voted against this project because of the inclusion of the bike trail. Swan indicated that the City of Pewaukee wants to connect the path to the county path by the Pewaukee River on Highway M. The City of Pewaukee has a plan to hook up all of their parks (city and village) with a bike path. Swan disagrees with Singert that this shouldn't be done now. He stated if it's not done during this construction, it won't be done. Also, if it would be done later, it would cost a lot more.

Esler stated the total cost increase for this project is \$703,000 because you are actually using more STP-Urban funds on construction. **Motion carried 6 – 1; Singert voting no.**

Consider Proposed Ordinance: 157-O-143 Transfer Funds for CTH “K” Bridge over the Oconomowoc River Project

Motion: Carlson moved, second by Behrend, to approve Proposed Ordinance 157-O-143.

Evans explained the ordinance, which authorizes an increase of \$32,000 for Capital Project 9813-CTH K due to the relocation of a gas main. **Motion carried 7 – 0.**

Consider Proposed Ordinance: 157-O-144 Transfer Funds for CTH “TT” Bridge Over Pebble Creek Project

Motion: Singert moved, second by Swan, to approve Proposed Ordinance 157-O-144.

Evans stated that the expenditure increase of \$17,000 for Capital Project 9907-CTH TT is due to a lot of little things but mainly for marsh excavation exceeding plan quantities during construction. They had to do more work to stabilize some of the soils, repaved areas near the railroad tracks, and also re-landscaped some areas. **Motion carried 7 – 0.** Bruce left the meeting at 11:00 a.m.

Motion to adjourn: Nilson moved, second by Swan, to adjourn the meeting at 11:09 a.m. **Motion carried 6 – 0.**

Respectfully submitted,

Genia C. Bruce
Secretary

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